Washington's Dream of Trade

to improve the navigation of the Potoma

the stream, or by cutting canals around

years; to tide water within ten years.

same time the two States jointly ap-

points it was decided to clear channels

nd removing bowlders in the summer of

Difficult to Get Wockmen.

nuch difficulty, even with the induce

supplies of "spirits;" finally slave labor

was employed. On October 18, 1785, the

there was earnest discussion of the prob-

"accurate draft of the track for the canal

could be made, with the courses and dis-

called with regret the prosperous days of

could sufficient funds be raised to pros

boats could pass from Cumberland to

Great Ealls, and the way was open to

tide water in 1802. When Washington again went into the

for his had been the animating spirit that

Competent workmen were secured with

He Urged Improvement of Potomac Even Before Revolution-Company Undertook the Project in 1785-Matildaville, at Great Falls, Expected to Be the Metropolis-Ruins of the Locks Remain.

By CURA BACON FOSTER.

| 1784, for the Potomac Company, authoriz-The recent revival of interest in our ing the stockholders to secure fnland waterways is a repetition of the agitation of the same subject by the farseeing men of the American colonies and nation of the eighteenth century. Then it was for the purpose of opening combuildings, and to charge fixed tolls for mercial relations with the great little-known West in order to secure for Eastern markets a probable future trade; now mense bulk of the products of the Mississippi Valley to waiting markets, it various river systems may not be so improved as to relieve, in part at least, the existing congestion. It has been announced that President Roosevelt will in person investigate a portion of the Mississippi River this fall. In doing so he will but emulate the example of our first great President, who, alone and unprotected, made many excursions into the uncharted wilderness, following the courses of mountain streams, seeking a feasible route for a portage highway over the mountains that separate the east-

One result of the young Washington's mission in 1753 to the camp of the French commandant on the upper Allegheny was terest in the trans-Appalachian country Atlantic coast colonies. English explorers were few, and only occasional Indian 1787, exhibited to Washington and other traders or hunters had ventured through the mountain passes into the forests beyond, threaded only by the trails of the red man and the buffalo. The French were more enterprising and had established a chain of settlements extending from the St. Lawrence down the Missis- with rags. The most important impedisippi to the Gulf of Mexico, and were ments to navigation in the Potomac were about to take possession of the Ohio country in the name of King Louis. By her original charter from the English crown, Virginia claimed all the territory west of Pennsylvania, and was much incensed by this invasion, hence the message of warning, which, disregarded,

Upon his return to Williamsburg the character of the country he had traversed, urged the importance of opening a way of board of directors met at Great Falls communication between the Eastern set-for a two days' session. We may be sure tlements and the Western valleys, to secure the possession of frontier posts.

road was cut over the mountains by Gen. Braddock, and used as a thoroughfare for many years after.

After the years devoted to the defense After the years devoted to the defense of the outlying farms of Virginia from Indian depredations. Washington took his seat in the House of Burgesses in 1758. He their consideration. A year later an exsoon began quietly to agitate the subject tension of the time allowed for comof opening ways of communication with pletion of the work from Cumberland to the Western country, which he persistently urged till his death. The large tracts of land on the Kanawha given him were very unsettled, money was becomfor his military services merely added a personal interest. It was for his beloved ing scarcer and scarcer, and men were Virginia that he would secure the trade becoming discouraged. Some probably reof the rich valleys beyond the mountains, his, would have the way opened. From Would be of doubtful benefit, it was said. Detroit, the great trading post on the Lakes, through the Ohio and its tributa- hesitated to pay their assessments. Enportage highway to the Potomac, the bay, waned, and only with much difficulty and the sea, was nature's opportunity

Inspected Mountain Passes.

In 1770 he made a careful inspection of of each day's journey. These notes, widely | Constitution, the affairs of the Potomac published in the gazettes of the time, at- company languished even more sadly, tracted much attention, and doubtless largely influenced the considerable emiin and continued without interruption ington's enthusiasm unabated: throughout the Revolutionary War. In Wherever the produce of the parts of the country 1772 and 1774 he made further investiga-

and Maryland, whose interests were mu tual. So in 1774 he brought a bill before the burgesses for the improvement of construction of a highway from the head with the headwaters of some branch of considerable modification the bill was about to pass in the Virginia legislature, but there were delays in Annapolis, where a similar bill had been introduced, despite the good offices of Thomas John son, owing to the jealousy of the Baltimore merchants of Georgetown rivalry.

The revolt of the colonies in 1775 put a stop to all matters of internal improve ment then pending in the several colonia legislatures. After the cessation of ho. tilitles, and before returning to private life. Washington, in company with Gov Clinton, made a tour up the Hudson and Mohawk rivers over the short portage to Lake Ontario. He was much impressed with the feasibility of this route, and returned to Virginia with the determina and have the navigation of the Potoma and Monongahela improved, and a good road opened between the two river tems before the shrewd New Yorkers should realize the natural advantages of their State and proceed to act.

Took Up Project Again,

So when the mature Washington came again to Mount Vernon, in 1784, he at once took up the old project of public highways for the mutual interchange of trade and travel. He saw clearly, too the precarious political situation of the Kentucky settlers, subjected as they were to the intrigues of both English and Spanish emissaries, and realized the necessity of bringing them within closer touch of the parent State. In September he made yet another perilous tour of over 680 miles among the mountains of the watershed, following which he addressed a memorial to Gen. Harrison, then governor 67 Virginia, and one to the President of measure of public policy. Washington's great influence and the arguments of his friend, Thomas Johnson, succeeded in se-curing a charter from both the Virginia and Maryland legislatures in December,

issed by the legislatures of Virginia and Maryland for the benefit of the Ponac Company. Its total expenditure iring its life of thirty-six years was ver \$700,000, while only one dividend had een declared, that of 5 per cent in 1802. The improvement of the Potomac River proved a commercial failure. In the during the summer the water in the River from tide water to a point on the river was generally too low, and spring and fall freshets wrought great havoc. Hence, in 1823, the charter was surren-North Branch by clearing a channel in dered in favor of the Chesapeake and Ohio Canal Company.

But Washington never lost his faith in the project. In 1794 there was published "Observations on the River Potomac, the country adjacent and the City of Wash Cumberland and Great Falls within thre ington," now known to have been writ-ten by his secretary, Tobias Lear, and Maryland and Virginia Subscribe. Each State subscribed to fifty shares doubtless inspired by him. It is what we of the stock. Virginia voted her shares should nowadays call a clever advertisement. In it we read: to Washington, who accepted the gift in

In the year 1784 a company was formed for the trust for educational purposes; at the same time the two States jointly appropriated \$6,666 for opening and keeping in repair a highway to connect with the passed by the assemblies of Virginia and Mary Western river at whatever point the ommissioners appointed for the purpose over \$200,000. In the first election of officers Washington was chosen president, with Thomas Johnson, Simeon Lee, fixed, and knowing with some accuracy the quantit dent, with Thomas Johnson, Simeon Lee, John Fitzgerald, and George Gilpin directors. James Rumsey, a celebrated mechanician, familiar with the river, was secured as superintendent, and preliminary work was commenced at once. This same James Rumsey, on December 11. assembled at Shepherdstown a loaded four miles against the strong current of freezing of water in the pipes broken them so that they had to be tied up at the mouths of Seneca Creek and the

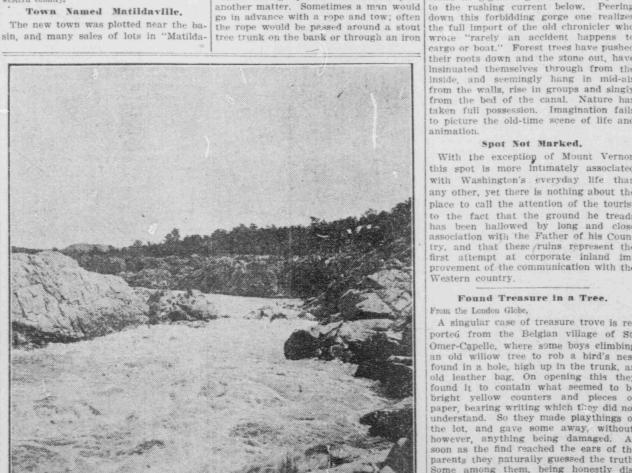
In 1823 the charter of the Potomac Comoany was surrendered with the accom-

ompleted and moneys expended

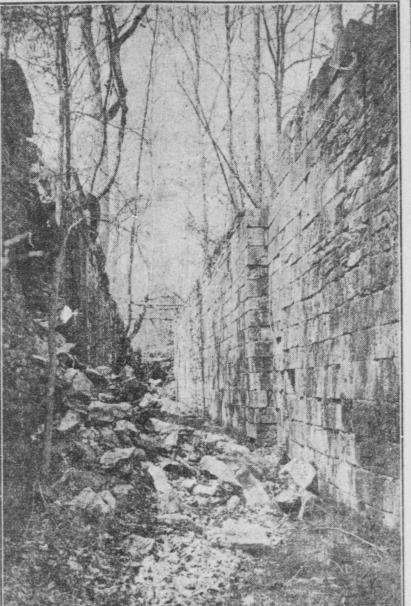
Mr. Warden's Remarks.

David Baflie Warden, in a book pub-

moved things. Yet in a letter addressed in the river was sufficient, continuous passed from memory. een considered as very valuable ones. Probably eergetown and this place will participate largely and happily in the great emoluments to be derived arough the inland navigation of the upper and



THE GORGE BELOW THE GREAT FALLS OF THE POTOMAC AS SEEN gether again. They were old notes and TO-DAY.



RUINS OF THE SECOND LOCK IN THE ANCIENT CANAL AROUND GREAT

ring in an overhanging rock. Any way thoroughly earned the "grog" liberally

Disappointed in His Countrymen.

ton undoubtedly was a century ago, ye his declining years were embittered by the Virginians to follow his lead in the struggle with New York and Pennsylvadiffy-five dollars from subscribed stock, twenty are tolls (amount not given), and \$174,000 borlond offer expressed, the Potomac offered the shortest and most direct route for the offer expressed through cks around principal falls. Of these, the chief were the logical great cities of the fu-

the watershed to make free use of secret devices in corresponding with his ministers and other control of the many localities surveyed and mapped. When he at last had the charters from gauge of Mr. Hill, but cannot, "I would like to give it in the language of a special make. He is believed to make freer use of secret devices in corresponding with his ministers and other cannot have the control of the control anted by a series of four locks of song and order of stone, of the dimensions of 50 feet long.

Wirginia and Maryland for the Improveand the navigation of the Potomac
and among my fellow-passengers upon
the steamer was the president of the
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Third: Removal of obstructions in the channel of his death, that Virginia was being disrivals, he must have felt that the great

Valuable Because Near Matildaville. Yet in his will he inventories a farm municated with one of the bankers and lished in Paris in 1816 and dedicated to that from its proximity to Matildaville, Mrs. George Washington Parke Custis, at Great Falls, is valuable, notwithstanding its poor soil. His twenty-four shares The boats employed for the navigation of these of stock in the Potomac Company he

rivers (Shenandoah and Potomac) are 75 feet long.

5 feet wide, and draw 18 inches, carry 20 tons.
Two with more than 100 barrels of flour each, pass the locks at the Great Falls in an hour, and it of a great and increasing profit arising there, transforming the banquet board Two with more than 100 barrels of flour each, pass the locks at the Great Falls in an hour, and it rarely happens that the boat or cargo is injured. The cost of carrying a barrel of flour from Cumberland to Georgetown was one-half less by water, including tolls, than by land.

of a great and increasing profit arising time and desk. Mr. Hill spread out his maps, opened his memoranda and profit the fifty shares given him by the legislature of Virginia he gave to the District of Columbia as an endowment of a sirability of putting through this particular deal.

cially, during the short season in the Now, a century later, the improvement spring and fall when the stage of water of the Potomac navigation has almost largely influenced the considerable emi-gration to that region which presently set dated February 12, 1789, we find Wash-toll stations, bringing down from the phase of his life its due importance. Only navigation had also been improved by to the beautiful Falls of the Potomac clearing the channel and building dams, pauses to cast an inquiring glance itions of the sources of the different branches of the Potomac and Western rivers, in search of a good portage route that should avoid Pennsylvania territory. Western trade was beginning to assume considerable proportions; it should be secured without delay for Virginia. cargoes of flour, tobacco, whisky, wheat, the long ditch vanishing in the glade was only partly dressed when a servant castings, and notions, while the national on. Rarely a student seeks the obscure sail for South Africa and had but brief fully stocked with game and have valIndian agent at Georgetown shipped by path that, correctly followed, leads to tions. The boats were probably not less vated field, past the tottering ruins of that the event should take place as soon as possible.

Manufactures of various commodities, and in iorn, particularly, will doubtless be carried on there to advantage. The mill seats I know have long two or three men with long pointed poles. Coming down stream was simply a ques- from the quarry ten miles above; two of tion of keeping in the swift current of them blasted through the solid rock of the channels and avoiding shoals and cleft between two towering peaks that rocks. Poling up with a load was quite stand as gigantic guards to this portal another matter. Sometimes a man would to the rushing current below. Peering go in advance with a rope and tow; often the rope would be pessed around a stout the full import of the old chronicler who their roots down and the stone out, have insinuated themselves through from the inside, and seemingly hang in mid-al from the bed of the canal. Nature has taken full possession. Imagination fail to picture the old-time scene of life and animation.

flattered but felt that he ought not to permit this stranger to risk all his money Spot Not Marked.

With the exception of Mount Vernon this spot is more intimately associated with Washington's everyday life than any other, yet there is nothing about the place to call the attention of the tourist to the fact that the ground he treads association with the Father of his Coun try, and that these ruins represent the first attempt at corporate inland im provement of the communication with the

From the London Globe, A singular case of treasure trove is re ported from the Belgian village of St. Omer-Capelle, where some boys elimbing ish forces in the Boer war." in old willow tree to rob a bird's nest found in a hole, high up in the trunk, an great satisfaction to him that he was ld leather bag. On opening this they enabled through the aid of the English found it to contain what seemed to be bankers to finance the Great Northern oright yellow counters and pieces of merger, and that he took especial satispaper, bearing writing which they did not faction in returning to Lord Roberts \$5 inderstand. So they made playthings of for every one that he put into the enterthe lot, and gave some away, without, prise—about \$1,250,600." however, anything being damaged. As oon as the find reached the ears of the parents they naturally guessed the truth. posed, gave information to the Mairie. which after some trouble resulted in the gold representing 20,000 francs.

"First in war, first in peace, and first in J. J. Hill's Efforts to Finance It in London, England.

countrymen." Probably nothing vexed How Leo Roberts Invested All His Fortune and Became a Rich Man While in South Africa,

said Judge O'Brien, "and as it is illus-Many trative of Mr. Hill's magnetic character

the summer before the Boer war, and is understood that he keeps no private is a direct 550-mile plain, open, deep waseveral influential bankers.

was invited to meet him at dinner at his home, upon which occasion several men would be present. Mr. Hill was

"The company listened intently, put

many questions, and it was late when ton, and, contrary to his usual rule, lay in bed next morning. "He had just rung for his coffee

"Mr. Hill marveled at the haste dis

played by his early visitor, but gave permission for him to enter.

'A white-haired, soldierly looking mar entered, apologized for intrusion, saying that he had but just arrived from India. and was to take a steamer within an property, writes: hour for South Africa. He said that he desired before leaving to invest in Mr.

Hill's American securities.
"He assured him that he had been tion of the scheme at the dinner the an order upon his banker for \$250,000, all the cash he had in the world, which he esired that Mr. Hill should put into the erger bonds for him at the best possi-

"Mr. Hill was thunderstruck. He was in a single enterprise, and answered 'My good sir. I am flattered with you

nvestment, but I would not put all my eggs in one basket, if I were you. To be sure, I shall strive to make this investment highly profitable. But all your money! I will take half of it with pleasare and invest it.' The Englishman immediately froze up.

He answered Mr. Hill: 'I came to you, sir, to invest some money, not for advice day, sir,' and he stalked out of the room. 'And who do you suppose that man

"Mr. Hill added that it was a source

was being sent off to command the Brit-

newspaper that goes into the homes is the newspaper that brings advertising results. More people here by thousands are reading The Washington Herald than ever be fore read a morning newspaper at

INVESTMENTS OF KINGS.

Safeguarded.

There is a sense in which monarchs have no secrets, says a writer in Cas- Canadians Plan a Short Cut sell's Saturday Journal. In the nature of things they are compelled by the necessities of their position to take som almost every detail of their daily life. But for the most part these confidences are jealously guarded, and in a hundred and one ways the public curiosity has to satisfy itself with more or less plausible guesses at truth.

Take the case of King Edward's private investments. These are known to but three courtiers, and only one schedule of them, it may be said with confl dence, is in existence. People profess to know of large purchases of West End ground rent, of huge commitments in American railways, and so forth. For on all the railroad lines of the Norththe most part, however, these securities | western States and Western Canada has are held in the names of trusty inti- given great impetus to the agitation for mates who are themselves large inves- a short route to Europe by way of Hudtors, and no estimate of his majesty's son Bay. the continent, are said, with much rea- schemes connecting with Hudson Bay.

knowledge, conducted his private busi- freight of Dakota and Minnesota into the be came across the channel he used to project now. uaintance he formed in his boyhood, kept secret. If any one had injured his ousiness he would have produced a case | Churchill with the railroads of the Sas-King Edward carries at one end of

is private writing desk, and there is ver, are kept in dispatch boxes until ransferred to the safes in the secrey Lord Knollys. When his majesty ontents of the waste basket, the blotting pads, and even the printed wrapof newspapers received from every aw that the private secretary shall not manner of Samuel Pepys-he must, of ecessity, keep a daily record of bare acts-and certain courtiers, including

an obligation of the same kind. All royal telegrams pass through St Martin's-le-Grand, and are manipulated son Bay. by a special operator, who is reserved no duplicates are kept, and the original nessages in certain instances are promptly returned to the palace, after a note has been made of the number gon. New York is nearly 3,000.

dent I am about to narrate to you, and safes contain a mass of secret intelliappeared to derive much satisfaction out gence, strategic memoranda made by his own hand, and other matter which seven months. "He said that he tried to finance the in this country are left to the depart. The harbor itself could not have been Great Northern merger in Wall street ments responsible for such things. It better if it had been made to order. It diary, but the Empress Augusta has ter sail from the west end of the been accustomed ever since her mar-riage to commit her thoughts on current affairs to writing, and each Jan- for the deepest draught keel that ever uary the diary for the previous year is salled the sea. This—as captains of the locked and preserved in her jewel safe, big warships know—is true of neither den to bear by reason of the suspicion deep draught ships have to wait the tide with which he is compelled to regard both for approach and departure; and even his most intimate courtiers. He is on the St. Lawrence ships are always known to keep a private record to taking a mud bath on the sand bars. which no one besides the Empress has Over against this advantage, let it be things which in happier surroundings winter, is subject to just as furious gales would be freely discussed with his as ever battered the iron rocks of New-courtiers are shared by the Empress foundland. One other danger peculiar to alone. His control of the treasury en. | Churchill must be noted. Five miles out

WHO WANTS IT?

Bear Island Is One Spot Which Is Yet Unclaimed.

strange, considering that they are plentipost five miles upstream. uable mineral deposits. A great many hinge not on Churchill Harbor, but on the tourists visit the islands every year for straits. Can they be navigated? How the purpose of hunting and fishing.

The United States consul general at Christiana, Henry Borderwich, in a re- be of any avail for a fast Atlantic route? cent report concerning this unclaimed

"Game, such as reindeer, polar bears parmingan, geese, ducks, and other fowl are still fairly plentiful in the islands, but as no one is in control the animals are wantonly exterminated, being killed at all seasons of the year. One visitors up there last summer reports that a party of tourists killed upward of 100 reindeer, leaving the carcasses wher they fell, only bringing away with them a few of the finest heads and antlers for nousting. The eider Juck is so tame while hatching that it often may be lifted by hand while the nest is robbed of down and eggs. In Norway stringent laws have been enacted in protection of this valuable and graceful bird. The walrus by this time is nearly extinct; the white whale, which formerly was very abundant, is becoming scarce, and the numbers of seals "No nation has as yet taken pesse

countries most directly interested to come o an understanding whereby the islands, turned over for annexation to one gertain power, or else a combination of the powlaw and order could be maintained, game was?' inquired Mr. Hill of me. That and fishery laws made and enforced, and was Field Marshal Lord Roberts, who mining claims protected. The prospect had just returned home from India, and for paying coal mining is good and the minerals are present."

Odd Fish from New York Lake. Rochester Union and Advertises

While fishing in Canandaigua Lake I. I. Case hooked a big carp. The fish towed Burwell-sheltered from all winds but the him in his boat about half a mile before south. its strength gave out, and was landed. Mr. and Mrs. C. W. Darling while fishing in Canandaigua outlet caught two small carp from the same pool which had only one eye apiece. The fish were both blind in the right side and apparently had never been provided with the re eyes should have been.

A HUDSON BAY ROUTE

to Europe.

SIX RAILWAYS ARE PROJECTED

Mr. Hill, Who Once Ridiculed Hudson Bay Route. Is One of the Promoters-New Outlet Made Necessary by Blockade of East-bound Freight-Some Interesting Figures.

The utter blockade of east-bound freight

personal estate has any value what- Within the last six months, says the ever. Many European sovereigns, espe- Review of Reviews, six different charters cially in the more restless portions of have been taken out for different railroad

son, to keep the bulk of their private. One tof these was obtained by Mr. Hill, fortunes in the strongrooms of the who used to ridicule a Hudson Bay road Rothschilds and other financial houses as a venture that would be "snowed up in London and elsewhere, where their for ten months of the year and iced up the other two.

One veteran monarch, to the writer's The Hill charter plans to feed the ness with his London agents through Saskatchewan Valley and from the Sasthe medium of a young Englishman, katchewan to Hudson Bay. Builders are whose duties were quite unsuspected at work on the southern end of this

ways described roads to Hudson Bay.

Two other projects have been galvanized nto life by the schemes for a Hudson Bay oute. For years Canada has talked of a ervant is allowed to enter until an deep-water canal up the Ottawa, from the denly surveyors are set to work estimat-Lake Superior with ocean traffic. The

Then around Hudson Bay is a vast unorganized territory—Keewatin, about the size of Germany. The western provhe maids of honor, are required as a inces of Manitoba and Saskatchewan suddenly awaken to the fact that each wants an extension of its boundaries ecross Keewatin for a seaport on Hud-

Roughly speaking, Churchill, which will be the seaport of the Hudson Bay

Says Premier Laurier, in answer to a The cypher codes which are request for a road from ex-Premier used between the foreign office and the Greenway, of Manitoba: "I agree the time embassies abroad are not employed for the personal messages of the king, nor Bay. The statute books contain a standis any system of cryptic writing usual between monarch and monarch.

moters other means must be found.

ways an open season of five months. In favorable seasons this is extended to

straits-no shoals, no reefs, deep enough The Czar of Russia has a heavy bur- Montreal nor New York. At New York

access, and there is no doubt that many stated frankly, Churchill, summer and ables him to conduct his personal the bay is open all the year round, but as the cold becomes intense what is known as "frost fog" lies thick as wool on the sea, obscuring everything.

Entrance Is Narrow,

The entrance between the two headlands is not a half mile wide, against the In the vicinity of Spitzbergen there is tremendous current of river and ebb tide, group of small islands, including Bear but the depth is untouchable. Port Church-Island, which no nation or individual has ill is the harber inside, a magnificent exman was outside in the corridor who was in pressing need of speaking with as yet laid claim to. This may seem panse of land-locked water, with the fur But all railroad projects to Hudson Bay

> long are they open? Even if they can be navigated by slow oceangoers, will they Hudson Straits are really a deep gorge which the ice of the arctic world-the ice of prehistoric ages-has cut and grooved and torn forcibly out of the solid rock. finding egress from Fox Channel of the retic to open water of the Atlantic. Into this funnel of rock 450 miles long, is contracted the area of an ice continent, and up this channel from the east runs a tide-rip thirty-five feet high. When tide rip and ice meet there occurs, what the old navigators of the Hudson Bay fur trade call "the furious overfall.

Reports Are Incomplete.

The Canadian government has sent two special expeditions (in 1885 and 1897) to test the navigation of the straits, and one general expedition to navigate the northern waters (1903-04), but the question has become so terribly political-so much a question of East versus West-that the sion. It would seem highly time for the official reports on the expedition are more noteworthy for what they leave unsaid than for what they say.

The Gordon expedition of 1885 and the Wakeham of 1897 definitely established these facts: Hudson Bay is open all the through the straits winter as well as summer, but owing to ice drives this curafter November, and not open again till June-that is, there are always five months when the straits can be navigated, sometimes six. There was also liscovered, just inside the eastern trance to the straits, a splendid land-

Satisfactory Entertainment.

From Rire. Mme. Dupont-Have you been to the theater this week? Mme. Durand-Yes.

Mme. Dupont-Did you see anything

quisite number of eyes, as there were nothing but small indentations where the Mme. Durand—Yes; three perfect loves